

The National News *Falcon*

The Monthly Magazine
Of The Falcon Club of America

April 2012



1965 Falcons: Modified/Stock
Original Art by Jim Gerdorn
DesignFactoryArt.com
Lenexa, Kansas

1965



The National News

Falcon

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COVER: ORIGINAL ART JIM GERDOM

Automotive designer/artist—and Falcon nut—Jim Gerdorn (FCA #11317) of Shawnee, Kansas has released two new signed and numbered limited edition art prints of 1965 Falcon Sprint Hardtops, produced from his original artwork. The red Falcon is stock, and the black one is slightly modified, with Magnum wheels and other detail changes.

Both are available in two sizes: 9 x 18" in a limited edition of 250 prints and 5 x 10" in a limited edition of 500 prints.

1965 Falcon Sprint, stock, in red:

9 x 18 is #DF-3318 \$40.00 each

5 x 10" is DF-3310, \$25.00 each.

1965 Falcon Sprint, modified, in black:

9 x 18 is #DF-3418, \$40.00 each

5 x 10" is DF-3410, \$25.00 each

Shipping charge is a flat \$5 for any order to the USA or Canada.

To order, and to see more of Jim's work, go to his website: www.DesignFactoryArt.com.

Think your Falcon should be on the cover? Send in high resolution digital photos (300 dpi at 8 x 10 inches). Please remember to set your camera on "High" or "Fine" for the best size/quality of the photo.



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MY FALCON TECH STORY

HOMEMADE ELECTROMECHANICAL SHIFTER

BY RICK HETH

*They say that the process of recovery begins
with admitting you have a problem.*

OK...

I'll admit that I enjoy unusual projects, even though they may serve no practical purpose. I like coming up with little modifications to vintage Fords, if for no other reason than the challenge of creating something different; something that blends in well enough that most people wouldn't even notice. I'm just a guy who can't stop tinkering. There...I admitted it! I also know there are many other people who share this condition.

Several years ago I was approached by a co-worker who wanted me to try building an electrically-operated shifter for his 1956 Bel Air. Al and I shared the desire to have cars that were NOT the Cookie-Cutter variety. Just buying parts and adding them to a vehicle was not our typical approach. We enjoyed the challenge of incorporating unconventional, invisible and self-made modifications, which were both innovative and unique. To us, that was the most enjoyable part of our project cars.

Being neither an Electrical nor Mechanical Engineer, I drew upon the experience of over 40 years of tinkering. Designing the electrical control circuit was the first step to control the shifter movement, stopping at the exact spots that corresponded to each transmission detent position. Position control was simply a matter of using micro switches placed at the proper locations. These would be manipulated by some sort of cam, as the shifter mechanism travelled through its operating range.

After I spent a month planning the project, Al returned from vacation and informed me that he had just purchased an aftermarket electric shifter, saving several hundred dollars, by obtaining it at a Special Show Price. Since he had his electric shifter now, I didn't need to worry about building one any longer. I could just forget about his project now and get back to my own work.

The only problem was that I had begun a project which now seemed to consume me. I still felt the need to complete the personal challenge I had set for myself—building this shifter. Since I was in the process of reviving my 1965 Falcon two door, which included the installation of an Automatic Overdrive Transmission, I envisioned an electric shifter for my Falcon. Something different... I liked the sound of that! However, I didn't plan to spend hundreds of dollars, like my friend. I was going to make one



from scratch. As it turned out, I spent less than one hundred dollars and my system hides in plain sight.

I had previously converted my manual 3-speed steering column to one for an automatic transmission. That was followed by a mid 1960s Valiant Push-Button Shifter under the dash. Even though the Mopar shifter worked, it didn't securely hold the AOD in Park. The small cable trying to push against the Park Pawl Spring was not quite strong enough. There was also the problem of trying to incorporate it into the Falcon's dash, without looking like a cobbled-up mess. I didn't want a console, although that would have made it easier to install the Valiant shifter. It quickly became apparent that this set up was just not very feasible.

At this point, a smart person would have seen the futility of making his own shifter and returned to using a conventional shifter lever. There was just one problem—I'm not really conventional. I find it much more challenging and fun to design and build something, rather than to buy a commercially-available item. There is a lot more self-satisfaction and sense of accomplishment in doing it myself, even though it means countless hours spent designing and fabricating the device. There's also the benefit of having something totally different from other cars. Being unique is more satisfying than following the latest trend.

—Continued on page 4

HOMEMADE ELECTROMECHANICAL SHIFTER

BY RICK HETH

—Continued from page 3

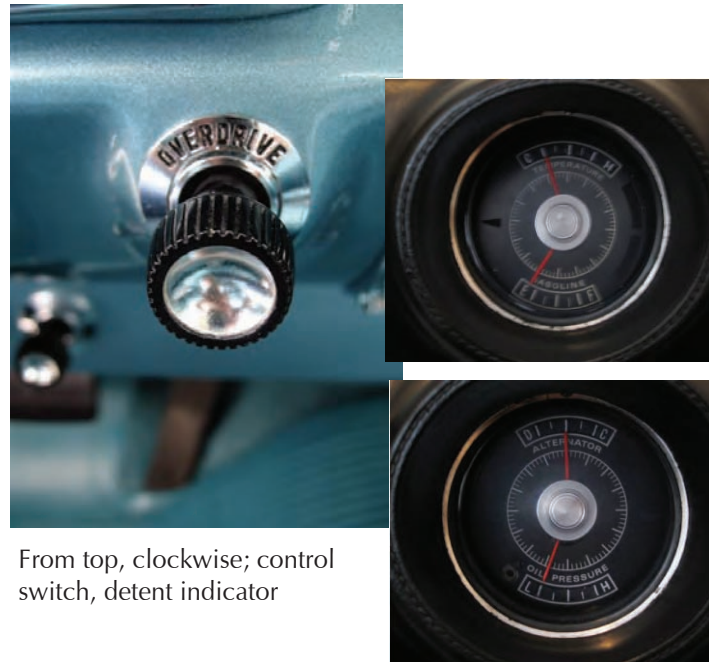
Designing something from scratch is quite a challenge in itself, but when the device needs to be very strong, totally reliable and include a big margin of safety, it can become a pretty tall order. Nobody wants to experience their transmission suddenly shift into Reverse or Park, without warning, let alone lose the ability to shift their transmission, at all. Actually, it wasn't until very recently that I realized there must be Shift-By-Wire technology used on some newer cars. If I had thought of that sooner, I might have used that as a starting point, or even adapted one to my Falcon. But then again, I would have missed out on the enjoyment—and frustration—of designing and building my own!

Starting from scratch, I spent virtually every day's lunch break drawing and redrawing the shifter's Control Circuit design. As I mentally went through its operation, I would continue to find little flaws in my circuit that could cause problems, or that simply wouldn't work properly. One of the additional complexities was NOT using LEDs to indicate the transmission detents. That would have been a whole lot easier to accomplish, but it didn't strike me as being very innovative or creative. For a quick-responding gauge, I hit on the idea of using the Ammeter, as an indicator. The Transmission Detent Indicator would then blend into the Instrument Panel and appear as a stock setup, since I had already installed a 1965 Mustang 5-Dial Instrument Cluster into my Falcon. I repainted the Ammeter face with P R N O D L, to match the faces of the Fuel, Oil and Temperature gauges.

Once finished with the electrical circuit design, I began the mechanical design process. Soon after that, I was actually building the Shifter Drive Assembly. In order to ensure positive holding power for the Park position, I mounted the drive motor's arm in such a way that it would almost go over center, thus providing the maximum mechanical advantage over the transmission manual lever.

The basic design utilizes a Drive Motor linked to the longer leg of an L-Shaped Bellcrank. Also connected to the longer leg is a rod which passes between two rows of micro switches. The shorter leg has the output cable connected to it and passes through the floor and on to the transmission. A cam on each side of the long rod trips switches on both sides. One side has a micro switch that stops the shifter at the proper detent position, while the micro switch on the other side is used in the Detent Indicator circuit. The drive motor operates pretty quickly, so I incorporated a resistor to produce a secondary speed, slowing the shifter down as it comes to the proper detent, which prevents overshooting the desired position.

The main component of this system is an agricultural windshield wiper motor with high torque. To control the



From top, clockwise; control switch, detent indicator



shifter, I use an internally-modified early Mustang / Falcon 2-Speed Wiper Switch in conjunction with several relays and micro switches. This Control Switch is placed in the dash where the cigarette lighter once resided, so it looks like a factory installation. The Shifter Drive Mechanism rests under the driver seat and the various control relays and indicator resistors are mounted inside a ventilated aluminum housing beneath the passenger seat. I searched for 2 years, eventually finding an 'OVERDRIVE' bezel to use on the Control Switch. It definitely provides the 'Factory' look I wanted to achieve.

Operating the shifter is fairly simple. There are three positions that the Control Switch can be in. The middle po-

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The National Falcon News

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CLASSIFIED ADVERTISING

HOW TO ADVERTISE IN THE NATIONAL FALCON NEWS

Email your classified ads to: fca.editor@yahoo.com

VERY IMPORTANT! Please punctuate and capitalize correctly. The time saved by email is wasted when every word of the message has to be corrected. See example below. Many thanks to those observant folks who read the ads, see how they are formatted, then send in their ad to fit the formula. This is a great timesaver and much appreciated. Please use dollar signs! (\$).

Make your ad look like this:

1964 Falcon Futura. Some rust on floor pans. Needs restoration. Excellent glass and trim. \$2000 OBO. Joe Falcon, 555-555-5555 or 123falcon.com. PA.

Not like this:

' 64 ford falcon Futura fr sale .sum rust on flr pans , needs restored ,xclnt glas and trim. \$ 2000.00 o . b . o . call joe falcon at (555)-555 5555 or email me at 123falcon.com. Eastnn pennsylvania

To Advertise: FCA members are entitled to two free ads per issue (limit 50 words per ad). Each ad must appear in a different section of the Classified Ads. Additional ads per category are \$10. each. Ads with photo are \$20 and will run for two months. Please keep the text close to 50 words. Ads over 50 words may be edited for length. The FCA will not be held responsible for errors (legitimate errors will be corrected in the next issue when requested). All ads for the classified section must include a members name, location and FCA # to be considered a free ad. All items advertised for sale must have a price. **Ads to run in more than one issue must be resubmitted each month.** Non FCA member ads are \$10. each. Ads must follow the same guidelines as member ads. Photo ads are an additional \$20. Payment must accompany the ad, with check payable to the Falcon Club of America.

All ads must be sent by mail or e-mail to the Editor, Wendelyn Crosby, 16318 Riggs Rd., Stilwell, KS 66085. NO PHONE CALLS OR FAXES FOR ADS — NO EXCEPTIONS! If you have Internet access, please email ads to fca.editor@yahoo.com Ads must be received by the first of the month for the following month's issue. The FCA reserves the right to refuse advertising from any person or business.

**ALL ADS MUST INCLUDE YOUR LOCATION.
IT'S GOOD TO KNOW WHAT TIME ZONE YOU'RE CALLING.**

NEW!

Please Note! If you send your ad by snail mail and include an email address, the ad will run but the email address will not. Please email your ad to insure that the email address is included with your ad. Photos may be emailed and payment mailed to the address above.

NEW EDITOR EMAIL: fca.editor@yahoo.com

FALCONS FOR SALE

Kellogg's Garage Cars For Sale: 1965 Ranchero, 302, 3 speed, \$2995. 1965 Comet 404, 4 door, 289, auto, power steering, \$2495. 1965 Falcon 2 door sedan, 200, 3 speed, \$3995. 1965 Falcon 2 door sedan, 302, 3 speed, \$1995. 1963 Falcon 4 door, 170, 3 speed, air conditioning, \$1995. 1962 Sedan Delivery, 200, 3 speed, \$2495. 1961 Falcon 4 door wagon, 170, 4 speed overdrive, \$3495. Detailed pictures on request. Call or email Lenny Kellogg @ Kellogg's Garage. lenkellogg@lpbroadband.net, 970-593-1964, CO.

1960 Ford Falcon two door sedan. 144 Cid w/ 2 speed Fordomatic trans. Raven Black with silver/tweed interior. 89,000 miles. 2002 restoration. Very nice car. Needs to be driven. Best offer. Email or call, bblock123@consolidated.net or 724-265-2765. Robert Bock, Pittsburgh, PA.



1962 Falcon Station Wagon. Deluxe package. Original rust free Arizona car. White/Chestnut brown. Six cylinder later model, with automatic transmission, air conditioning. Has been stored indoors and well maintained. Drive anywhere. \$10,900. John Prosje, 954-467-8371, marlene@prosjje.com. FL.

1962 Falcon Futura, white, blue interior. Inline 6-144 cid. Good glass, trim, and chrome. New plugs, carburetor, vacuum advance, distributor cap/rotor, and fuel pump. Runs good. Some rust rear passenger quarter. Includes fender

skirts, original sales catalog, and maintenance manual. \$4900 OBO. Holly Casillas, 309-496-2761 or nursehol-lace@hotmail.com, IL.



1962 Falcon two door wagon. Original 144 CID engine runs well. Three speed standard transmission. New brakes including master cylinder. New exhaust. Fuel system overhauled in November 2010. Excellent interior. Original paint. Minor rust on hood and quarter panels. Driven regularly and kept garaged. \$7,500. Can e-mail photos. Stephen Duford 503-932-1575 or duford6@q.com. OR.



1962 Falcon Ranchero, 6 cylinder standard transmission. New brake cylinders and hoses. Runs like a clock, good exhaust system. Body and bed interior perfect. No rust ever. Original spoke hubcaps. Black original bucket seats and console. Always in dry storage. Need to sell, \$8900. Offers considered. I am 83 years old and cannot care for it anymore. Clyde King, 618-349-8821, nights 618-349-8812. IL.



1962 Ford Falcon Ranchero. Health challenges stopped restoration. 5.0 w/throttle body FI, AOD transmission w/new floor shifter. Hooker Super

Comps Headers w/exhaust gas analyzer bung installed and second bung in the box. New Summit 909189 mufflers, two each. New radiator w/outlet moved to left side and new radiator hoses and thermostat. Ford big block sparkplug wires w/rocker arm rails. Chrome rocker arm covers and oil pan w/new pump and pickup. Granada front end w/disc brakes, new upper ball joints, 8" rear end w/cut down trued and balanced drive shaft & 15"x7" chrome wheels. Two spare tires w/chrome rims, one standard and one blow up. New floor pans two-piece for each side and a 1963 Falcon transmission cover. Heater shrouds, inlet air and hard defroster. New turn signal switch w/turn lever ITB. ITB gas tank sending unit and a frame rail fuel pump. New rear brake shoes and new shocks all around and a new brake master cylinder. Grant 415 steering wheel w/horn button. Also, a 1991 Mustang 5.0 roller motor with multiport FI, new timing chain and sprockets, new roller lifters and push rods, plus all hardware (spider etc). New high performance fuel injectors and Painless 60510 wiring kit ITB, most related relays. Please forward this to anyone you think might have an interest. \$3,950.00 or best offer. Please call Ken for details: 317-387-9470 or fanclan@sbcglobal.net. Indianapolis.



1962 Falcon two door Sedan, 170 CID, 6-cylinder, 2-speed-auto, 22K original miles, a near-mint condition classic! Straight chassis, solid body, light green color. Excellent interior, glass, and trim, historic tag, garage kept, \$8,000; e-mail Paul Falconfan62@verizon.net for more information. Olney, MD 20832.



1962 Falcon four door sedan. Original 170 CID engine runs well. Three speed standard transmission. Body is excellent. No rust. Good interior. One tear in driver's seat. Carpet on driver's side worn. Can be driven daily. White exterior. Red and white interior. Kept garaged. \$6,000. Can e-mail photos. duford6@q.com. Stephen Duford 503-932-1575. OR.



1963 Falcon Convertible. New everything. Full restoration completed in January, 2011. Rebuilt and modified 302 ci engine, headers, custom exhaust, rebuilt T10 3 speed trans. Reinforced differential with 3:55 gears. Very Quick and Reliable Car. Red with a black custom interior and a black top. \$15,500 Firm. Pat Wilson 973-579-7205 or info@fordfalconstuff.com. NJ

1963 Falcon Futura four dr. 170 6 cyl, auto. Excellent condition. Garage kept. New paint, chrome. No rust. Good daily driver. Large supply of spare parts and a parts car. All for \$3500. Can supply pictures on request. Dan Hatch, 731-824-2480. TN.

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PRESIDENT'S MESSAGE: CHUCK BEASON



Our National Meet is only three-short months away and is closing in quickly. April would be a great time to

check your Falcon over and make sure it is ready for the trip to Louisville in July. As you prepare for this memorable event I would ask that you look closely at the Category you are placing your Falcon in and make sure it is in the correct Category. Please review the guidelines of Standard Categories on the website, www.falconclub.com. Carolyn

and I are looking forward to visiting with everyone in Louisville in July. Please plan to join us.

I would like to thank the Southern

Coast Chapter for hosting another successful event in Pensacola, Florida.

The Keystone Chapter will be hosting the 16th Keystone Regional Meet in Bethel, PA on May 3-4, 2012.

Our Falcon Friends in the Keystone Chapter always host a great event. We hope to see you there.

I would like to thank our Falcon Parts vendors for their support of our hobby and our great Falcon Club of America. I would also like to thank the many sponsors for their support each year with our FCA National Convention and the FCA Regional Meets around the country.

Don't forget, "Take A Kid To A Car Show" and why not make it the 33rd FCA National Convention in Louisville?

-Chuck & Carolyn

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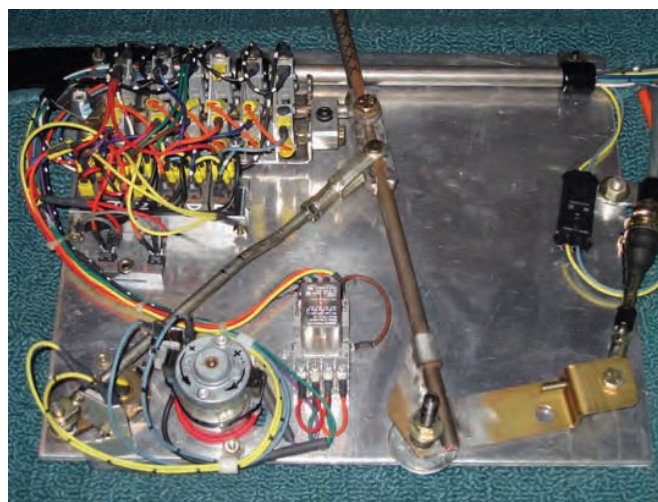
HOMEMADE ELECTROMECHANICAL SHIFTER

BY RICK HETH (FCA #11834)

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sition is the 'Safe' one. It only allows power to the Detent Indicator, but not to the Shifter Motor. Turning the knob to the left allows an upshift, and turning to the right allows a downshift. By pulling the knob outward, the Shift Motor is actually energized. As long as the knob remains pulled, the Shift Motor will operate in the selected (upshift or downshift) direction. Shifting is very quick until the knob is released. When released, the motor slows down and is stopped by contacting the next micro switch. By returning the Control Switch to the middle position, an accidental pull of the knob will have no effect on the transmission. This lowers the chance of a front seat passenger grabbing it, and causing a problem.

My home-made shifter has been in use for over three years and more than twelve thousand miles, performing flawlessly. I think I can safely say I met the challenge I set for myself. I've had many people scratch their head at various car shows, as they search in vain to find a shifter. There have been many people who just couldn't walk



Shifter assembly

—Continued on page 16

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CLASSIFIED ADS

—Continued from page 7



1964 Futura Conv. 250 c.u. 6-cyl engine w/header. 3 speed automatic. Recently restored w/slight modifications. See in Louisville this summer or purchase now and show it yourself. Beautiful car; \$10,000 obo. Dayton, OH. Duane Bennett (member #1563). (513) 897-9604 or (937) 430-1632.



I have a super original Sprint for sale, I am the second owner. The car is originally from Long Beach, CA and brought to the state of Washington in 1986. The original miles are 123235. The only things not original are the front bucket seat covers (was not able to restore) and new carpet. Has the original 260 V8 and two-speed auto transmission. The original owner is now 94 years young. She had a FM converter put in years ago and is plays on the original AM radio—pretty cool. The paint is original and looks real nice. Tires are fairly new and has the stock wire caps. I have several photos if you would like for me to e-mail them. Asking \$14,000 for her. Earl Aldridge, 417-254-0357 or ealdrige@centurytel.net. MO.

1964 Falcon Window Van. Rolling chassis set up for 302 V-8 and AOD transmission. Rebuilt Ford 9 inch rear

end installed. Minor rust in front of rear wheel wells. Some small dents. Underside sandblasted and clean. Interior package and outside chrome package included. Many spare parts as well. asking \$3500.00 OBO. Lloyd Marshment, 519-542-3684 or gear_head@cogeco.ca Ontario, Canada.



1965 Ford Falcon Futura four door, six cylinder 200 engine, automatic transmission. 82,000 miles (approx), original. Have dealer paperwork from when purchased. I am only the second owner, my uncle's father purchased the car in 1965. Needs floorboards, interior work, body work and paint, ball joints and shocks. Has good frame. Engine runs great, transmission and rear end in very good condition. \$1500. Lots of new parts on car. Can be seen at 3125 Apt. D, Normandy Wood Dr., Ellicott City, MD 21043. Or call Ed Tucker at 410-465-5732.

1965 Ranchero Deluxe V8 302, C4, \$5,000 OBO. Ed Simoncelli, 717-582-2001, cell 717-991-7774. PA.



1965 Falcon Ranchero Deluxe Model 66B (1964 Futura side trim) Restored, Rust Free, Factory 289, 4 Barrel, 4 Speed, Bucket Seats, Red/White, Extremely Quick! Will deliver to Louisville Nationals. Joe Wall 615-405-3131, jwallmail@aol.com TN.



1966 Falcon Futura. Gold with gold upholstered interior. Rust free. 6 cylinder 200 engine, automatic transmission. Factory a/c. 126,000 original miles. Same owner for 40 yrs. Stored indoors for past 10 yrs. Perfect condition, drive anywhere. \$9,500.00 OBO. John, 954-467-8371, marlene@prosjec.com. Ft. Lauderdale, FL

1966 four door Falcon Futura sedan; 6 cyl. 200; P/S; A/C; A/T. 80,000 actual miles. White over turquoise. Good tires; good driving car. Asking \$4,500. I can send pictures. Contact clhuffer@twinvalley.net in Glasco, KS.



1969 Falcon Futura wagon – model 71B. 77,000 miles. Car is original, unmodified. Second owner, dry western car, California and Wyoming. 302. C-4. PS. 2 Way Magic Doorgate. Brittany Blue Metallic (Q) – repaint and dull. Excellent two tone blue vinyl (4B) interior. Original accessory Ford GT-70 vinyl floor mats. Documents. \$4,500 cash. John Whitehead. jwwwy@hotmail.com. Cheyenne, WY.

1965 Ford Falcon Sedan Delivery, \$4000. 1965 Ford Falcon Futura HT, \$1200. 1965 Ford Falcon Futura H/T, \$600. 1968 Ford Falcon 2 door sedan,

\$500. 1965 Ford Falcon 2 door H/T, \$700. 1960 COMET 2 door V8, \$800. 1976 Ford Ranchero GT, \$7500. Call or email Don Branson, 4097 Hwy T, Marthasville, MO 63357-2019. 636-228-4501 or dbranson@mail.win.org.

FALCONS WANTED

WANTED: a 1963 Falcon Sprint convertible in #8 condition or better. John Clickner, 616-846-4757, or 231-557-2484 in Grand Haven, MI 49417.

1965 four door Falcon wagon wanted. Am looking for a wagon whose exterior is white or turquoise, with a blue or aqua/turquoise interior. I'm in Colorado but will pick it up from anywhere in the lower 48. Please contact Whitey Hagadorn at hagadorn@gmail.com or 413-348 -1176.

Wanted: 1965 or 1964 Ranchero. Must be mechanically sound. Paint and upholstery are not important. I joined FCA specifically to find a daily driver from a trusted source at a reasonable price. Thanks for the responses so far, but I'm still looking. Bernie Powers, gbpowers@aol.com (subject: Ranchero) or 904 387-9990 (9-5). FL.

PARTS FOR SALE

1965 and up, Granada Disc brake complete setup, all parts serviceable. \$450. Bob Matich, 734-2610529 or skykingf63@wideopenwest.com. MI.

Parting Out: 1963 Futura hardtop: factory 170/ Dagenham 4 speed. Runs and drives; rusted out frame and floors. 1962 Futura tudor: early V8, headers, complete T-10 four speed, bucket seats and console. No title, all or part. We have a 30 year+ collection of Falcon parts—what else do you need? Call or email Lenny Kellogg @ Kellogg's Garage. lenkellogg@lpbroadband.net, 970-593-1964, CO.

1962/1965 New Floor Pans From Dearborn Classics, Part #BP1024E-RH, Full Floor Pan Right Hand Side \$165. Part #BP1024E-

LH, Full Floor Pan Left Hand Side \$165. Part #BP1024D-L, Toe Board \$75. Part #BP1024D-R, Toe Board \$75. 1963/1965 Falcon/Comet T-10 4 Speed Transmission (should be checked) 399. 1963/1965 Falcon/Comet T-10 Shifter Assembly, Rebuilt, \$265. 1963/1965 Falcon/Comet 4-Speed Shifter, New Chrome, \$199. 1963/1965 Falcon/Comet Hurst Shifter Linkage \$299. 1963 Falcon Hood Ornament, New Chrome, \$359. 1963 Falcon Front Fender Spears, \$199. 1963 Falcon Sprint V/8 8" Rear End, 350 Gears, With E/Brake \$499. N.O.S. 1963/1964/1965 Falcon Grilles, And Headlight Assemblies. Make Offer. More Falcon Parts, Please call or E-mail with needs, Vic Falcone, 518-355-7756, vfalcon64@aol.com. NY.

1965 Falcon parts for sale: Lower outer cowl pieces, \$50 for both, Falcon wagon windshield, \$100. Door hinges for both sides, \$10 for 4, C-4 transmission pan, \$10, Driver's side air vent assembly, (\$10. .Call Jeff, 813-454-9504 or email for pictures at jeffreychandler@ymail.com. FL.

1963 NOS: V8 arm and bushing, \$175. License light lens \$20. Temperature gauge \$45. Temperature cable, \$30. Quarter molding Futura, \$135 ea. Six cyl. standard shift radiator \$125.

—Continued on page 14

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'66-'70	
LH 362-46L	\$109.95 each
RH 362-46R	
Rear Floor Pans	
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RH 382-45R	
'66-'70	
LH 362-45L	\$119.95 each
RH 362-45R	

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Steamboat Perspective Convention Coverage

All this talk about the upcoming FCA National Convention makes you want to attend, doesn't it? They have promised us three times the fun! What's not to like?

If you need convincing, here is another reason to attend—the fabulous Falcons. It's fun to see the convention through others' perspectives, then attend and develop your own.

Here Photographer Sam Austin (FCA #9104) of Missoula, Montana takes a look around the show field at the 2011 Steamboat Springs Meet.

Use the form in this issue to register for the 2012 Meet today! You'll be glad you did!



Photographer Sam Austin



CLASSIFIED ADS

—Continued from page 11

Amber park light lens \$25 ea. Back up light switch automatic, \$50. Left door handle, convertible part # unreadable, \$70. Many more. Frank Stewart, 440-282-6277. OH.

N.O.S. parts: carb rebuild kits, part # CODZ-9A586-A & B, \$30.00; exhaust hanger, part # CODD-5A283-F, \$15.00; rear brake drum, part # CODZ-1126-B, \$80.00; Autolite vacuum control, part # CODF-12370-A, \$18.00; turn signal plate, part # CODF-13304-A, \$15.00. Keith Litteken 314-351-1789 or kslitteken@aol.com, MO.

1964 Falcon convertible used parts for sale. Horn ring, light switch, hood chrome pieces, trunk chrome, fender emblems, and 1963 set of hub caps. Miscellaneous pieces. Contact Bear Warne at 608-365-1586 or bear-warne@att.net. \$200 OBO. WI.

1964 Falcon Parts For Sale: 260 cubic inch engine with Fordomatic transmission, running combo \$450. Four 13 inch wheels and tires, used little \$150. Right front fender \$50, front bumper, straight but needs chrome, \$50. Call or email Neal Speer 802-868-4277 or nealspeerconstruction@yahoo.com.VT.

Four doors from a 1964 Falcon Station Wagon, two front and two rear,

red inside and outside. Doors are complete with; hinges, glass, panels, handles, arm rests and trim. Were in dry storage since the 1980s with little rust and original paint, \$150 for all. Kevin, 215-257-5583 or knace64@comcast.net, Pa.

Steering parts for converting 1960–1964 manual steering to 1965 steering gear. See article from October 2008 Falcon News, page 4. Parts are new, painted semi-gloss black, never put on car. Center drag link, after 6-10-64, V8, MS, \$150. Two inner tie rods, MS, V8, LH/RH with adjusting sleeves and clamps, \$65. Idler arm and bracket, 1965-66, \$65. Pitman arm for 1" ssector gear box, 1965-67, \$65. Sell all together only. Gene Heid, 419-562-4594. OH.

1963-144 C.I. motor from a 40,000 mile unrestored original Futura with Fordomatic transmission. Motor and tranny ran perfect when removed three months ago. I drove the car 2000 miles this last summer including the Mid-America meet in Overland Park, KS in September. \$475. Also have a 1968 200 C.I. engine \$125.00 and extra parts. David Julian, 417-881-4043 or dkjulian@sbcglobal.net.

1964-65 Falcon dashpad. NEW still in box from Dearborn Classics. \$135. Excellent factory stainless dash trim, \$55. Also, blue factory dashpad, very good condition \$90. Gene Wagner 570-4723280. PA.

1970 302 heads, cast # DOOE, dates 9L18 & 9J9, one pair \$100.00. 1994 351W heads, cast # E7TE, dates 4B16 & 4B18, one pair \$100. N.O.S. rear brake drum, part # CODZ-1126-B \$80. N.O.S. road draft tube, part # CODE-6758-A \$15. N.O.S. taillight lens, part # CODF-13450-A \$30 Keith Litteken 314-351-1789 or kslitteken@aol.com, MO.

Three, manual shift three speed transmissions. Two are from 1964

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and 1965 Falcons with no shifters and one from a 1965 Mustang with shifter, \$150. each. Prefer pick up due to weight and size. Kevin, 215-257-5583 or knace64@comcast.net. PA.

Refurbished OEM Deluxe armrests for Falcons, Fairlanes, Comets, etc. Armrests - in limited quantities - include the stainless trim insert. Armrests can be dyed -recommended - before shipping to match your color requirements. Both front and rear pairs available. Note: Refurbished OEM ash trays for rear armrests available soon (price TBD). These armrests are OEM 1960's armrests and are better than driver/less than concourse, but pretty darn nice. Photos of refurbished armrests available. \$75 per pair; One pair of new Dearborn Classics black Deluxe front armrests, including the stainless trim insert. \$90 per pair; Original 1963 Futura gas cap. Driver plus quality, \$40. Shipper and shipping cost determined by buyer. Contact: Steve Brown, 541-440-2697 or at theobrowns@charter.net. OR. Four Futura hubcaps, very nice, \$40. 6 cyl auto radiator, like new, \$100. 2 bbl. intake manifold very good, \$75. Two bbl carb. \$50, both off a 289 engine. Left and right exhaust manifolds,



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\$75, off same engine. Dean Abbott, 260-9 82-2328 or 260-578 -2328. IN.

Falcon Parts For Sale: Large 27-year collection of good used Falcon Parts for reasonable prices. Also some parts for Comets and Fairlanes. Fiberglass front clips new for 60-61 Falcon race cars Held on with pins. \$650. Call or email for availability and prices. Don Branson, 4097 Hwy T, Marthasville, MO 63357 636-228-4501 or dbranson@mail.win.org.

1964 Falcon two door sedan. Need front and rear bumpers. They must be in excellent condition either NOS or used. Johnny Briley, jbriley08550@live.com or 318-331-3992. LA.

Wanted: Bucket seats for a 1963 convertible. I have been told 1963-65 convertible or 1962 sedan seats are the same as the 1963 convertible—is that true? Also need a console from a 1960-63. Lyle Hansen, 715-877-2374 or carlyleh@live.com. WI.

PARTS WANTED

Looking for an overdrive unit for a Fordomatic 2 speed automatic transmission. The unit was manufactured by the E.J.B Company of San Gabriel California in 1961. It was called "Honamatic" by the manufacturer and it bolted on to the rear end of the transmission. This company also made units for the full-sized Fords and T-Birds. Please call Joe Tatti in Ontario Canada at 905-335-2834 after 6:00 pm EST.

Want to buy: pair of bucket seats out of a 1964 Ford Falcon Futura complete with rails. Call Gene at 515-986-3092 or gjpastour@msn.com. IA.

Carburetors - part # on air horn C8OF-AB & C8OF-AA. FE distributors - part # on housing C8OF-D, C8OF-F, C8OF-H. The parts must be in excellent condition either used or NOS. Keith Litteken

—Continued on page 17

1964-73 MUSTANG	<i>Online Ordering Now Available!</i> melvinsclassicfordparts.com  <i>Send For Your Free Catalog! Mention this ad!</i> 1521 Dogwood Drive Conyers, Georgia Phone: 770-761-6800 Fax: 770-761-5777
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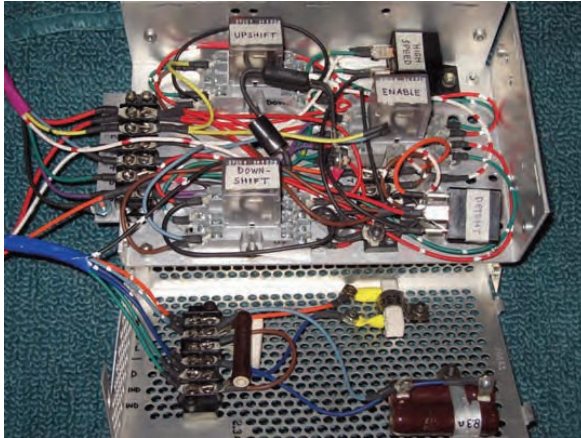
BY RICK HETH

—Continued from page 9

away until I explained some of the details to them. They enjoyed seeing something much different than the typical 'store-bought' aftermarket add-ons, and appreciated the creativity involved in building this shifter. I've even had a request to sell my home-made shifter to an interested Falcon owner.

There have been a few people who were convinced it was a rare option. Of course that may be because I named it Touch-O-Matic Drive... sounds like a Ford Marketing designation, used for the older Borg Warner 3-Speed Overdrive Transmissions (Touch-Matic).

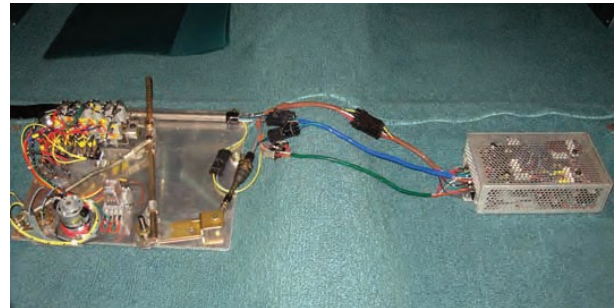
The only shortcoming



—More on page 22



Above: Valiant shifter
Left: Relays and resistors
Below: Below front seat



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CLASSIFIED ADS

—Continued from page 15

11394 Revere Ln. St. Louis Mo. 63128-1416 . 314-351-1789 or kslitteken@aol.com.

Wanted: Decent console with lid etc. for 1964/65 Falcon or Comet, happy to pay the price. For another car I also need a set of bucket seats for 1962-65 Falcon or Comet hardtop, suitable to re-trim. Steering wheel for 1963 Sprint in decent condition and tachometer for a 1963 Sprint. Although not strictly Falcon, but certainly related, for 1968/69 Ranchero I need: Nice clean rust free and dent free tailgate plus some misc. body mouldings and emblems, I can email a list. Shipping would be to Oakland, CA 94621, although I reside in Australia. Phil Hart, realcars@bigpond.com. Australia.

MISCELLANEOUS WANTED

Wanted: Sponsors! Be a sponsor of one of the most successful racing Falcons running today. You can be a part of the team, Mighty Falcon Racing, by supporting the team through a sponsorship. Keith Davidson is the current champion and record holder at the Pikes Peak International Hill Climb in his 1963 Sprint. Go to mightyfalconracing.com for more info.

INFORMATION WANTED

I live in Melbourne Australia and I am totally obsessed with the American 1963½ Ford Falcon Sprint coupe. I am hoping to import one. We kinda copied the Sprint in the 1960s and produced the XK, XL, XM and XP Falcons, but I don't think our version were ever as good or as pretty as your 1963 Sprint. Hopefully, I will find the right one and bring it over soon whilst the Australian dollar is so strong against the US dollar. It seems things are going to get better over there for you and your dollar will be strong again from what I hear over the next couple years. I noticed that you had 50th anniversary T-shirts,

how would I get one of these? Also I would love any photos of restored to original Sprints that you might have, I especially love before and after restoration shots, if you know someone that could be bothered to forward me some that would be great. Michael, mgsa1@bigpond.com. Australia.

Hi, I've been a member of your club for many years, member #132. I really enjoy your newsletter. I have a question for the members. I have a 1963½ Sprint that is all original, I'm looking to put the biggest rims and tires on the car for a new look. Would like aluminum rims. Car is pretty stock with stock suspension. What is the rim offset and tire size needed? Don't care if front and rear tires are different size. Hope someone can help, Thanks, Tim, 585-738-4544. Rochester NY.

I would like input from knowledgeable Falcon Club members regarding the power steering installation on my 1965 289 V8 Ranchero. Is the truck too light and the driver might lose road feel? Is it too easy to oversteer with power? Is there something other than full power? Thanks for any help. Jerry, papasfalcon@aol.com. CA.

MISCELLANEOUS FOR SALE

Falcon Sprint 1/18 scale die cast model of Keith Davidson's 1963 Falcon race car, the "Mighty." Faithfully reproduced and available immediately. \$89.00. All proceeds go toward racing and winning at the Pikes Peak Hill Climb again this year. Check out mightyfalconracing.com to buy the model and for more sponsorship information.

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West Street, Dept. FCA, Akron, OH 44303. Phone: 330-376-8181, Fax: 330-384-9129. www.jessersclassickey.com.

Shop manual: 1964 Comet and Falcon Shop Manual. Brand new, \$35 delivered. Soft cover book: Ford Ranchero 1957-1979, A Photo History, 188 pages, all about Rancheros, lots of photos, \$15 delivered. Joe Kovarik, jpkovarik@comcast.net. IL.

BOOK: THE FORD FALCON 1960-1963, second edition, by Phil Cottrill. Superb account of the development and production of the early Falcon. 8½ x 11 in., 152 pp, 121 photos, softbound. Check or PayPal for \$25., free shipping to 50 states. Phil Cottrill, P.O. Box 4, Mineral Wells, WV 26150. pcott@frontier.com. WV.

Shop Manuals by Ford: '60-'63 \$34.95 '64-'68 \$49.95 ea. '69-'70 \$59.95 ea. '63 Owners Manual: \$14.95 Part Interchange Manual: '60-'65 or '63-'70 \$39.95 ea. Falcon 140 page Road Test book '60-'70 \$19.95 Hardcover Falcon history book \$39.95. Alex Voss 4850

—Continued on page 18

WHERE'S MY AD?

Remember, ads must be resubmitted each month in order to run. Please do not email the Editor and ask to "run my ad again" without sending the full text of the ad as you would like it to appear and your name, location, phone number, and price.

GOT INTERNET? USE IT!

Please submit your ad by email and take care to spell and punctuate correctly. If you send an ad by snail mail that includes an email address, the ad will run, but the email address will not.



VALVE COVER RACING Be There!

If you saw the December 2011 issue of The National Falcon News, then you know or have some idea of what Valve Cover Racing is all about. This is the most fun you can have without an engine. Unless you consider gravity your engine. Race vehicles are built using a kit provided by the Convention Staff and you build it using a valve cover from a Falcon. This includes any 6 cylinder or V8 valve cover that would have been or was used on a Falcon.

These are limited to the 260 and 289 V8 engines.

You are permitted to paint or decorate as you please, but you cannot add any weight. Then you show up at the announced time and compete in your class. Racers are raced down a 25 foot track, two at a time. You must lose two times to be eliminated.

Classes include Men, Ladies, Youth and Chapter competition. Youth classes may be divided if enough people are entered.

Trophies are awarded for 1st, 2nd and 3rd place finishes.

This year you will be able to build, paint and practice before the races. The track will be indoors! And like Detroit, it will be very comfortable.

Start painting your valve cover now and LETS GO RACING FALCON STYLE!

—Dale Holland (FCA #2957)
Lebanon, Tennessee

CLASSIFIED ADS

—continued from page 17

37th Ave. So. Seattle, WA 98118. 206-721-3077. Alex@books4cars.com.

The Ford Falcon Six Cylinder Performance Handbook web site has a new URL. <http://www.falcon6handbook.com>. Order your copy there. The Handbook has 107 pages on how to get more power out of your Falcon six. There are engine specifications and modifications; staged performance upgrades; and lots of "How To" information. Dennis Schjeldahl. ID.

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CALENDAR OF EVENTS

MAY, 4-5, 2012

KEYSTONE CHAPTER REGIONAL MEET: BETHEL, PA

Come join the Keystone Chapter in Pennsylvania Dutch country for their 16th Regional meet. The Midway Comfort Inn is located near Bethel, PA on I-78 at exit 16 midway between Harrisburg and Allentown, PA. Call 717-933-8888 for room reservations. Be sure to mention the FCA to get the special room rate of \$75.99. Join the 6:00 pm Friday night Cruise to the well known Kauffman Chicken for great food, ice cream and Mini Golf. The car show is on Saturday with plenty to eat at the family style awards banquet at 6:00 pm. We will hand out First, Second and Third place awards in 11 Falcon classes. We will also present awards for Best Stock & Best Modified Falcons, Ladies Choice, Longest Distance and Oldest Falcon. There is also a class for Ford, Lincoln and Mercury vehicles made from 1960 to 1970. For a registration form go to www.FordFalcon.org. For those without a computer, form is available in this magazine. After a long cold winter you will be itching to get that Falcon back out on the road. Come join us in Pennsylvania Dutch Country for lots of fun and good food. For lots more information check out our new "Keystone Chapter Regional" meet web site at <http://www.sites.google.com/site/keystonechapterregional>.

JULY 12-14, 2012

33RD ANNUAL FCA CONVENTION: LOUISVILLE, KY

Hosted by The Hoosier Chapter, The Ohio Valley Chapter and The Bluegrass Chapter, this meet promises to be three times the fun. Register Now with the form in this issue! Info: Dale, 502-648-9801; John 513-312-8799 or Larry 317-418-8301.

NOTE: I just made my room reservations for the FCA National meeting and found a good way to save some money if you're planning to stay more than 4 nights. The nightly room rate is \$79 plus tax. I was booking 6 nights (\$474 plus tax) to give me some time to sight see in the L'ville area. I desk clerk told me I could save money by booking 7 nights and getting the weekly rate of \$32 per night (\$224 plus tax). Hope this saves you some \$ if you plan on a few extra days in the area.. —Bill Poole



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THANKS TO OUR ADVERTISERS FOR SUPPORTING THE FALCON CLUB OF AMERICA.

THE FALCON CLUB OF AMERICA, INC. is a nonprofit organization dedicated to preserving the FALCON Automobile built by the Ford Motor Company from 1960 to 1970. The FCA was founded by Roy Sword in 1979 and is incorporated under Arkansas state law. Yearly dues to The Falcon Club of America are \$25. (\$30 for Western Hemisphere, \$40 for international members offshore, payable in U.S. funds) and are payable to: The Falcon Club of America, P.O. Box 113, Jacksonville, AR 72078-0113. The National Falcon News is published monthly with information submitted by members. All copy and advertising for The National Falcon News should be sent to the Editor, Wendelyn Crosby, 16318 Riggs Rd., Stilwell, KS 66085. Please mark "FCA" on outside of envelope. E-mail address: fca.editor@yahoo.com. No phone calls or faxes for Falcon Club business, please.

YOUR LETTERS

Dear Falcon Club Members:

Every now and then there comes a moment that stops us in our tracks and reminds us just how special some things are. I am writing out of sheer gratitude and to let others know just how an experience has changed me for the best.

I have been a longtime Falcon Club member, as a 1967 Ford Falcon was my first car out of high school. Throughout the years, I have had dozens, if not about 30, assorted Falcons as my everyday car. Most have been daily drivers that I learned to work on and get here to there with. I have to say I have had fun with most of them by driving everywhere and making the cars restored to a certain degree. I even went through the times customizing and creating my own "rat-rods." That only contributed to the passion and fun I had for these cars. There has always been a Ford Falcon in my driveway.

Approximately July of 2008 I purchased my "dream car"—a 1963 Ford Falcon convertible from a gentleman in Pennsylvania. Now, while I could not afford a fully restored car because the price was out of my budget, she was a startin'g, rolling, and driving specimen. I actually paid more for the car to be flat-bedded to New York than I paid for the car! Still, she was a diamond in the rough, but she started right up. I was able to enjoy the car by registering and driving locally for the summer and fall, even with a smoking engine and tattered top.

With winter setting in, I put the car in the back driveway and started collecting parts through my Falcon magazine. Cruising through a January Falcon News, I found a 1967 Falcon near my home town for an unbelievable price. I called out of interest, even though I didn't need another project, and met a person named Louis (Robert) West. I ventured to look at the car and we had a great conversation with much in common, from surfing, music, and of course multiple Falcons throughout our lives. The 1967 Ford Falcon that I came to see was pristine and immaculate. In the short time we spent together he sees that I love the car—it was the same model of my very first Falcon out of high school. I tell him I want to buy the car and offered a deposit, and in return he hands me the keys and registration and said, "Don't worry about it—you can have the car for nothing."

I explained that I could not take the car that night, but can return next week for transport. Upon returning the following weekend, he met me and said that the car has been waiting for me and that he knows that it will have a good home. I tried again to offer the full price of the car and he gracefully tells me it wasn't about the money.

I drive her daily and have an overwhelming feeling of pride and gratitude for the Falcon club and Mr. Louis (Robert) West. Thank you. While I am enjoying adding this and that—with care—including naming her Pheobe, I am also thankful for wanting to share her freely with my daughter who is coming of driving age. After all, she might become a Falcon lover and a member of a club that offers so much

more than just admiring a car.

I want to share this with other readers and say there is a lot there is a lot to be thankful for in the Falcon Club of America.

With appreciation and admiration,
—David Hensley (FCA #13365)
Pearl River, New York

Hi Wendy,

Just got my latest issue a couple of days ago, always look forward to it.

I just wanted to let someone in the club know that the new plastic packaging is fantastic, nice and strong, well worth the effort from whoever is responsible. The previous plastic was rather thin and prone to ripping open during the mailing process, the new "Uline" packaging is really strong and does the job well. Thank you to whoever made the decision to change.

Cheers!

—Phil Hart (FCA #13124)
Port Elliot, South Australia
realcars@bigpond.com

I just wanted to take a little time to thank you for a great job. I know this takes a lot of your time to do and it is greatly appreciated.

—Dean Abbott (FCA #13651)
Manchester, Indiana

I just received The National Falcon News and the 2012/2013 FCA Membership Directory. I am very pleased and impressed at your continued excellent results for the Falcon Club. The directory is simply outstanding! I just wanted to tell you and say thanks. Never hurts to get a little positive feedback when so often feedback in general is mostly negative.

—Tom Lauppe (FCA #365)
Mason Dixon Chapter, Middletown, Delaware

Karen and I just got our FCA newsletter and membership directory today. Nice job on both but especially on the directory. I like the big type and easy to read pages. I'm planning to use it soon to contact prospective members to the Virginia Chapter.

—Bill Poole (FCA #1109)
Midlothian, Virginia

You do an excellent job on the magazine and I really like the landscape cover photos!

—Larry Bernhardt (FCA #13519)
Livonia, Michigan



1963 FORD—1963 FALCON
(Including 1962 Spring Colors)

RINSHED-MASON
AUTOMOTIVE COLORS

W ROSE BEIGE IRIDESCENT A-1510, 1510, E-1510	D MING GREEN IRIDESCENT A-1436, 1436, E-1436
X HERITAGE BURGUNDY IRIDESCENT A-1366M (Black Cherry Iridescent)	E VIKING BLUE IRIDESCENT A-1433, 1433, E-1433
Y GLACIER BLUE A-1509, 1509, E-1509	H OXFORD BLUE IRIDESCENT A-1441, 1441, E-1441
B** PEACOCK BLUE A-1506, 1506, E-1506	I CHAMPAGNE IRIDESCENT A-1505, 1505, E-1505 (Castilian Gold Irid. #2)
M CORINTHIAN WHITE A-570 No. 2, 570 No. 2, E-570 No. 2	J RANGOON RED A-1440R, 1440R, E-1440R
P SILVER MOSS IRIDESCENT A-1437, 1437, E-1437	
T SANDSHELL BEIGE A-1438, 1438, E-1438	
V* CHESTNUT IRIDESCENT A-1439, 1439, E-1439	

—Submitted by
Frequent Contributor
Larry Bernhardt (FCA #13519)
Livonia, Michigan

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MY FALCON TECH STORY

HOMEMADE ELECTROMECHANICAL SHIFTER

BY RICK HETH

—Continued from page 16

is the actual wiring of the micro switches. That was done right after I had a grinder accident, which damaged one of my fingers. I finished the wiring with a bulky bandage because I couldn't wait to complete my shifter. This unit isn't pretty, but it functions as I intended. I've never gone back and tidied up the wiring, since everything works so well, anyway.

I can't get enough of classic Fords...Fairlanes, Galaxies, or whatever, since they were the new cars I saw growing up. But my favorite is the Falcon. I think it rivals many modern vehicles, with seating for up to 6 people, 30+ MPG and low-cost reliability. It has unique and attractive styling, in addition to its simplicity...two things that newer cars can't claim! The fact that they actually increase in value is a bonus.

By far, the biggest benefit of my home-made shifter is that it has launched many conversations with fellow Falcon owners. I have been able to meet and talk with some really great people.

You probably ask yourself "Why would anyone do this?" One answer is, "To see if I COULD do it." It was just a personal

challenge that happened to turn out successfully. The other reason has to do with being different than the typical column or floor shifter configuration. The absence of a visible shifter, is unique.

P.S.

Shortly after finishing my shifter, I modified my brother's 1968 Ranchero. His disappointment of having idiot lights for TEMP, ALT and OIL, inspired me to improve things without detracting from the original dash design. He now has a Factory-Appearing, fully-functioning Instrument Cluster, which has gauges for Fuel Level, Water Temperature, Oil Pressure and Ammeter, in addition to his Speedometer and Tachometer. All it took was a few old Mustang gauges and some imagination. You would have to look very closely, to notice they are not original gauges. He has moving gauge needles to monitor the necessary functions.

There are many other ideas I'd like to try, so it will take me a long time to become cured of this 'Tinkering' Affliction! Having admitted my problem, doesn't mean I am any closer to getting over it, though!

—Submitted by Rick Heth (FCA #11834)
Elk Run Heights, Iowa

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FCA REGULARLY SCHEDULED CHAPTER MEETINGS

Alamo Chapter San Antonio, TX

2nd Sun.—monthly
Pig Stand, 1508 Bdwy.
San Antonio TX
(210) 626-2050

Arizona Chapter Phoenix, AZ

2nd Sat. except June,
July, Aug. at Berge Ford,
460 E. Auto Center Dr.,
Mesa, AZ
(480) 888-0589

Bluegrass Chapter Louisville, KY

2nd Sat. Every 3 months
4:30 PM at Shoney's at
Fern Valley Rd.
(502) 290-8716

Blue Ridge Chapter South Carolina

3rd Sun.—monthly
Greer, SC
(864) 879-1060

Capital City Chapter Austin, TX

3rd Sat.- monthly, 4 PM
(512) 670-0544

Carolinas Chapter Charlotte, NC

1st Mon.—7 PM
Holiday Inn Express
Hotel, 2491 Wonder
Dr., (Exit 60: I-85)
Kannapolis, N.C.
(704) 736-1920

Central California Falcons

Bakersfield, CA
1st Tuesday 6:30 PM
Marcia's house,
5304 Southshore
(661) 587-8539

Columbia River Chapter Vancouver, WA

1st Thurs. - monthly,
7:30 PM, March -
November.
Benny's Rod & Custom
Pizza Café
4219 NE St. Johns Rd. ,
Vancouver , WA
(360) 225-7403

Early Falcon Car Club of Victoria, Inc.

Australia
1st Tue. 7:30 PM
Cafe Hotel, Melbourne
9369 1574

Founder's Chapter Arkansas

2nd Sat.—monthly
(501) 605-1370

Gateway Chapter St. Louis, MO

4th Sun.—monthly
(636) 677-4670

Golden Gate Chapter San Francisco, CA

2nd Sat—Odd Months
(408) 293-5848

Greater Ozarks Chapter Springfield, MO

2nd Sat—Even Months
Panera Bread, North
Kansas Expressway,
Springfield MO. 2 PM.
417-761-2677

Hoosier Chapter Indiana

1st Sun.—monthly
Edwards Drive-In
2126 S. Sherman Dr.
Indianapolis
(317) 418-8301

Lone Star Chapter Mt. Pleasant, TX

3rd Sun.—monthly
(903) 572-9593

Metro Detroit Chapter Detroit, MI

1st Sun.—bimonthly
Holiday Inn Southgate,
17201 Northline Road,
Southgate, MI
(313) 382-2993

Mid America Chapter Kansas City

2nd Fri.—monthly
(913) 592-3571

Mile Hi Chapter Denver, CO

3rd Fri.—monthly
(303) 857-9360

Music City Chapter Nashville, TN

Monthly Meetings
Call for dates/locations
(615) 452-0321

Northeast Chapter New England

3rd Sat.—monthly
northeastfalconchapter.
com
(401) 823-1059

Northland Chapter Minneapolis, MN

2nd Sun.—odd months
(651) 458-1707
northland-falcons.com

Rainier Chapter Seattle, WA

3rd Wed.—monthly
except Dec., Feb. Varied.
RainierFalcons.com
(206) 290-3093

River City Chapter Sacramento, CA.

2nd. Sat. even months
12:00 PM, Round Table
Pizza
1566 Howe Ave
Sacramento, Ca.
(209) 957-0974

So-Cal Falcons Pasadena, CA

2nd Saturday, bi-monthly
(805) 583-4403

Sooner Falcons Oklahoma City

3rd Sat.—monthly
(405) 820-4808

Sonoma County Santa Rosa, CA

1st Thurs.—monthly
(707) 539-2860

Southeast Chapter Georgia

1st Sun.—monthly
(770) 887-6268

Space City Chapter Houston, TX

2nd Sat.—monthly
Prince's Drive-In, I-45 &
Fuqua; 6:00 PM
(713) 703-5110

Star City Falcon Club Roanoke, VA

Monthly meetings
Call for date/location.
(540) 254-1515

Virginia Falcons Richmond, VA

2nd Sun.—even months
(804) 739-1615

Wheat State Chapter Wichita, KS

1st Sat.—even months
(316) 838-7487

Wild West Falcons Chapter

Western Colorado

Meetings Quarterly
Call for dates & locations
Ted (970) 314-2498

The Bluegrass, Hoosier and Ohio Valley Chapters of the FCA have been working very hard these last few months planning the 33rd Annual Falcon Nationals to be held July 12-14 at the Fern Valley Hotel and Conference Center in Louisville Kentucky. We are calling this one the Tri-State Nationals for obvious reasons. Three chapters, three states, three times the fun! Things are moving along smoothly and this is shaping up to be quite the event. We have lots of onsite activities planned, some old favorites, some improved favorites—see the Valve Cover Race update on page 18—and some brand new attractions we hope you will find refreshing. Here's a little teaser of things to come.

Live Falcon!

Exciting news! Everybody knows our favorite car was named after a swift and efficient bird of prey but have you ever seen one up close and personal? Here's your chance! We will have a live Falcon scheduled to be onsite Saturday the 14th from 10 AM to 5 PM. This should be a very entertaining and informative experience. Photo opportunities will be available so don't miss this chance to have a picture of your car with a live Falcon!

Valve Cover Races

Dale Holland will once again host the Valve cover races. He has informed us he is constructing a new track for the event so the competition should be better than ever. We have a great area set aside indoors to accommodate racers and spectators alike in air conditioned comfort. He is also going to make kits available ahead of time for those that want to build their car in advance. Watch our website for more information.

289 Motor Raffle

This year's raffle motor is a 1965 289 and it's in the process of being totally rebuilt and should be completed by the time this article is published. This motor will be fresh and ready to run when the holder of the winning raffle ticket claims their prize. When asked, David Clyde (FCA #13095), who is in charge of the rebuild, said "We didn't cut corners on anything!" See the website for more complete information on the engine build.

33rd FCA Nationals Ranchero Hot Wheels

We have a limited supply of 33rd FCA Nationals Ranchero Hot Wheels available. Hand painted red tail lights, amber turn signals, black detailed grill with the event art displayed on the tonneau cover. Get yours now! Call Dale Daugherty at 502-648-9801 for availability and ordering info. \$10.00 each plus \$3.95 shipping and handling.

Event Website: tristatefalconnationals2012.com

Our event website is up and running so be sure to check it regularly for informative updates, a list of who's already attending, a downloadable entry form and links of interest including one to the hosting venue, The Fern Valley Hotel and Conference Center.

This is just a small sampling of what we have planned so far. There's lots more to come so watch *The National Falcon News* and the website for updates. We hope you are already making plans to join us this July!

The Tri-State Nationals: Three chapters, three states, three times the fun!

See you in Louisville!

—Jerry York (FCA #7822)
Loveland, Ohio

See You in....
LOUISVILLE

